

UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 9 24 Ed 2006 Change No. 26
LAST NM 19/07**

Page 200—Paragraph 1008, line 3 to Page 201—Paragraph 1024, line 13; read:

List.)

Winter Guidelines for Operating in Cook Inlet

During the coldest months, generally beginning in November and continuing until April, mariners need to remain vigilant and exercise the utmost caution when operating in Cook Inlet. The extreme frigid temperatures contribute to a number of additional hazards that mariners should identify and account for during the planning process for any voyage to be undertaken in Cook Inlet during these months. Ice in the waterway could hamper a vessel's ability to maneuver and could cause malfunctioning of main, auxiliary, and other vital systems. Vessels moored at facilities could also encounter heavy ice flows that can exert unusually high forces on mooring lines. Additionally vessel operators should ensure that the crews are equipped with the appropriate personal protective gear for extreme weather. As a result of this period of increased hazard, the Captain of the Port (COTP), Western Alaska, in consultation with the marine community has published special winter operating guidelines for all vessels transiting Cook Inlet. The COTP announces via Navigation Advisories and Local Notice to Mariners when conditions exist that require mariners to evaluate their operations and consider the application of measures contained in these guidelines to adequately mitigate the risk of conducting vessel operations safely in Cook Inlet when ice is present. The published guidelines fall into two categories. The first category is applicable to vessels operating in Cook Inlet when ice is present or when ice can reasonably be expected to be present prior to a vessel's departure. These guidelines address concerns for engineering systems, crew safety, and vessel mooring safety during ice conditions in extreme cold temperatures. The second category applies to vessels operating in Cook Inlet when ice extends south to Nikiski and address additional guidelines for the safety of vessels mooring at the Nikiski area terminals.

Vessel Examinations

When ice conditions exist in Cook Inlet, vessel operators or their agents are to contact COTP Western Alaska to arrange for an examination at least 24 hours in advance of arriving at the pilot station in Kachemak Bay. If the Coast Guard chooses to examine the vessel, the exam will be conducted in Kachemak Bay. The COTP Western Alaska will issue Navigation Advisories throughout the winter period advising operators of conditions and that these examinations are being conducted. The National Weather Service publishes a forecast for Cook Inlet ice conditions that can be found at: <http://pafc.arh.noaa.gov/ice.php?img=cookice>.

General Requirements

All vessel operators should ensure that main and auxiliary machinery and all vital systems, particularly cooling and fuel systems are winterized for operation in ice-filled waters and

ambient air temperatures to -40° F. Winches, ballast systems, anchoring, and auxiliary equipment must be adequately prepared for operation under these conditions at all times, while moored or at anchor in Cook Inlet.

The vessel master should maintain an adequate draft to keep the sea suction and propeller well below the ice to prevent ice from sliding under the vessel. It is recommended that the most forward point of the bulbous bow be submerged. If it is necessary for a non-tank vessel to deviate from the ship's normal ballast procedures, i.e. place water ballast in a cargo hold to meet these requirements, approval from the vessel's classification society must be obtained.

Vessel crews should have adequate personal protection for cold weather during deck operations.

While transiting Cook Inlet, vessels should not force ice at any time. If, in the opinion of the vessel master and/or pilot, the vessel is forcing ice, the transit should be aborted. A good indication of forcing ice is when the vessel slows to 50% or less of the speed being made before entering the ice.

RECOMMENDATIONS SPECIFIC TO VESSEL TYPE Self Propelled Cargo Vessels with Internal Combustion Engines:

Any vital systems which are cooled via a sea chest must have a means to prevent the accumulation of any ice or slush within the system. This should be achieved by delivering steam to both the primary and secondary sea chests. Only lines or hoses designed for steam service are acceptable. Steam should be continuously supplied to both sea chests from the time the vessel passes Anchor Point inbound until the time the vessel passes Anchor Point outbound.

All vessels propelled by gas turbines should ensure that the auxiliary gas turbine is ready for immediate use and engagement in the event of a main gas turbine failure.

Tug and Barge Operating Guidelines:

When ice conditions exist, the Captain of the Port will carefully evaluate barge movements within Cook Inlet. Voyages into Cook Inlet with tug and barges that hold a Certificate of Inspection (COI) are required to file a voyage plan with the Captain of the Port (COTP), Western Alaska via the following email address: D17-pf-anc-sdoanc@uscg.mil. Typically, the voyage plan should include an assessment of ice conditions based on information collected from ice overflights, review of National Weather Service reports and observations made by marine pilots and other operators. The plan should advise the COTP of intentions to contract with an additional tug to lead the tow through the ice pack if necessary.

At any time while ice is present, in addition to filing a voyage plan with the COTP, the following actions should be considered.

The assistance of at least one tug to lead the barge and attending tug through the ice pack and to provide assistance into the berth.

A minimum of one tug is recommended in addition to the attending tug to stand by the tow while at berth.

The attending tugs' main engines should remain running while the tow is moored at a facility.

Barges mooring in the Port of Anchorage are recommended to moor with their bow facing the flood tide (port

side to), to stem the force of ice during the stronger flood tide.

Only tow vessels with keel-cooled engines should be employed for operations during periods when ice is present.

If ice build-up between barge and pier or under a moored barge is a possibility, the barge should be pulled away from the berth prior to max ebb tide to flush away ice that has accumulated.

WHILE MOORED AT FACILITIES

All vessels should be moored in such a fashion that "worst case" ice conditions may be immediately mitigated, with their bow facing the flood tide to stem the force of ice during the stronger flood tide. The vessel should have additional mooring lines available. Lines of different types may be used in mooring arrangements provided that they are not used in the same service.

When ice is in the vicinity of the vessel, the following actions are recommended:

Vessels with engines and propulsion systems should be continuously manned (to include a pilot(s) if necessary in a fashion that would allow the most expeditious means of mitigating ice conditions by relieving strain on mooring lines and/or getting the vessel underway. Steam should be continuously delivered to both the primary and secondary sea chests.

FACILITIES

Facility operators should also follow their own ice procedures when deemed necessary.

Additional Guidelines for Operations when Ice Extends South to Nikiski

GUIDELINES FOR SELF PROPELLED CARGO VESSELS MOORED AT KPL, AGRIUM AND CONOCO PHILLIPS DOCKS

The Southwest Alaska Pilots Association's (SWAPA) Tide & Current Tables booklet has been agreed upon to be used as the reference for forecasted tides and currents at the Nikiski docks. These tables are based on the reference station at Wrangell Narrows.

KPL and Agrium dock: When the referenced flood current is greater than 4 knots alongside the KPL or Agrium dock, it is highly recommended that the following actions be taken:

- Discontinue all transfer operations.

- Disconnect all transfer hoses/loading arms.

A designated vessel should be positioned up current of the moored vessel as an ice scout. The ice scout should work under the direction of the moored vessel's navigational watch.

Vessels should not remain alongside the KPL or Agrium dock when the referenced flood current is 5 knots or greater.

Conoco Phillips dock: When the referenced flood current is greater than 5 knots, it is highly recommended that the following actions be taken:

- Discontinue all transfer operations.

- Disconnect all transfer hoses/loading arms.

A designated vessel should be positioned up current of the moored vessel as an ice scout. The ice scout should work

under the direction of the moored vessel's navigational watch.

The vessel Master, Pilot, or Person in Charge (PIC) should make a decision to discontinue transfer operations, disconnect hoses, and get the vessel underway anytime that circumstances warrant.

The vessel Master or Pilot may also make a decision to utilize an ice scout vessel anytime that circumstances warrant.

GUIDELINES FOR TUG AND BARGE OPERATIONS

Nikiski Docks Barge Operating Guidelines:

In addition to filing a voyage plan with the COTP, the following actions should be taken.

A tug should assist the barge and attending tug to the facility.

When the published current is 2.0 knots or greater an assist tug should be alongside the tow in addition to the attending tug. Both the attending and assist tug main engines should remain running and ready for immediate operation.

When no ice is present at the dock, the assist tug should act as an ice scout up-current of the barge. The assist tug should re-position itself alongside the moored barge anytime ice becomes a threat.

The barge(s) should moor with their bow facing the direction of the flood tide to stem the force of ice during the stronger flood tide when the current exceeds 2 knots.

The facility Person in Charge, Towing Vessel Operator, or Tankerman may determine that it is prudent to suspend transfer operations and disconnect hoses during maximum flood currents, since the ice flow is heaviest on the flood tide at the Nikiski docks.

Only tow vessels with keel-cooled engines should be employed for operations during periods when these guidelines are applicable.

These guidelines and recommendations have been developed in cooperation with the U.S. Coast Guard and Cook Inlet operators and represent a culmination of best practices based on the combined experience of maritime operators who have operated in the severe tidal and winter climate of Cook Inlet over many years. Vessel operators, masters, marine pilots, and facility operators should consider these recommendations as well as any additional actions to ensure safe operations in Cook Inlet.

If extreme ice conditions preclude safe operation of vessels at the berths in Nikiski, Drift River, Port Mackenzie, or the Port of Anchorage, the COTP may terminate cargo operations, or close the terminal or port until conditions improve.

All vessels transiting Cook Inlet are subject to Coast Guard examination to ensure their ability to implement these guidelines. Failure to follow these guidelines may result in the issuance of a Captain of the Port Order under Title 33 USC 1221. Vessel operators or their agents should contact the Captain of the Port, Western Alaska at their earliest opportunity to present their vessels to the Coast Guard for examination. To avoid unnecessary delays to vessel and port operations, notification and requests for examination should be at least 24 hours in advance of the vessel's arrival to the Homer Pilot Station. This examination program is in addition to any other Coast Guard inspections and/or examinations that may be applicable to a particular vessel. Any

questions concerning these guidelines contact the Anchorage office at (907) 271-6956 or Marine Safety Detachment Kenai at (907) 283-3292.
(CL 444/07) 20/07

COAST PILOT 9 24 Ed 2006 Change No. 27
Page 469—Paragraph 546, line 6; read:
m) above the water, is shown seasonally from a skeleton tower ...
(17/07 CG17; LL/06) 20/07

Page 469—Paragraph 550, line 5; read:
above the water, is shown seasonally from a skeleton tower with a ...
(17/07 CG17; LL/06) 20/07

Page 470—Paragraph 571, line 3; read:
seasonally from a skeleton tower with a red and white diamond-shaped ...
(17/07 CG17; LL/06) 20/07

Page 471—Paragraph 578, line 3; read:
seasonally from a skeleton tower with a red and white diamond-shaped ...
(17/07 CG17; LL/06) 20/07

Page 472—Paragraph 586, line 4; read:
shown seasonally from a skeleton tower with a red and white diamond-shaped ...
(17/07 CG17; LL/06) 20/07

Page 473—Paragraph 609, line 3 to Paragraph 612; read:
Nome. A large dish-shaped communications antenna is on the beach at Nome. An aero radiobeacon is 2.5 miles E of Nome (shown on charts 16200 and 16206), and an aerolight is at the Nome Airport.

The general anchorage for deep-draft vessels is in 7 to 8 fathoms about 1 mile from the beach abreast of Nome. Vessels of less draft anchor in about 6 fathoms a little closer to the beach. In strong S winds vessels should anchor farther offshore.

The entrance to Nome Harbor has a 2,982-foot (909 m) causeway and a 3,025-foot (922 m) breakwater, both marked by seasonal lights. The City Dock (south) and Westgold Dock (north) are on the causeway with 22 feet (6.7 m) alongside. The City Dock, 200 feet (61 m) in length, handles bulk cargo and fuel deliveries. The Westgold Dock, 190 feet (58 m) in length, exports gravel and handles the loading and unloading of heavy equipment.

Buoys mark the channel from the outer harbor entrance to the inner harbor. A barge ramp is in the inner harbor on the W side of the Snake River. The Small Boat Harbor, South Dock, East Dock and Fish Dock are on the E side of the harbor. The Small Boat Harbor has a 120-foot (36 m) floating dock with moorage for vessels with up to an 8-foot (2.4 m) draft.

(BPs 190555-56; CL 230/07; LL/06;
CL 1396/06; CL 42/07) 20/07